

1 SEPTEMBER 1999

*Flying Operations*

**T-1A AIRCREW TRAINING**



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Pages: 26  
Distribution: F

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the T-1A aircraft. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication.

Major commands (MAJCOM) are to forward proposed MAJCOM-level supplements to this volume to HQ USAF/XOOT through HQ AETC/DOFI for approval prior to publication according to AFD 11-2, paragraph 4.2. After being approved and published, send copies of MAJCOM-level supplements to HQ USAF/XOOT, HQ AETC/DOFI, and user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will forward copies of their supplements to their parent MAJCOM OPR for post-publication review. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this instruction.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is Title 37 U.S.C. 301a (Incentive Pay); Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DoD Directive 7730.57 (Aviation Career Incentive Act and Required Annual Report); and Executive Order 9497. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

This instruction contains references to the following field (subordinate level) publication which, until converted to a departmental level publication, may be obtained from the respective MAJCOM publication office: AETCMAN 11-203, *Mission Employment—T-1A Aircrew Procedures* (projected to be AFTTP 3-3XX).

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Responsibilities:

1.2.1. As the responsible agency for this instruction according to AFI 11-202, Volume 1, HQ AETC/DO will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include OPR and applicable MAJCOM representatives.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements.

1.2.1.4. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2. Wings and groups will:

1.2.2.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.2.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand upon the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review.

1.2.2.3. Review programs and supplements annually.

1.2.2.4. Identify training shortfalls through appropriate channels.

1.2.3. Squadron commanders will:

1.2.3.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached pilots.

1.2.3.2. Ensure review of training and evaluation records of newly assigned pilots and those completing formal training to determine the training required for them to achieve qualification and to ensure provisions of this instruction have been met.

1.2.3.3. Determine and certify missions and events in which individual pilots may participate (for example, Letter of Xs).

1.2.3.4. Report end-of-cycle training deficiencies through the operations group (OG) to the appropriate MAJCOM.

1.2.3.5. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.3.6. Assist the wing and group in developing the unit training programs.

1.2.4. Flight commanders will:

1.2.4.1. Monitor individual assigned or attached pilot currencies and requirements.

1.2.4.2. Ensure pilots only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.5. Individual pilots will:

1.2.5.1. Hand-carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.5.2. Be responsible for completing training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Ensure they participate only in ground and flying activities for which they are qualified and current.

**1.3. Recommended Changes and Waivers.** Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM through standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOVV. In accordance with AFD 11-2, paragraph 2.4.1, HQ USAF/XO is approval authority for changes and revisions to this instruction. MAJCOM DO is waiver authority for this instruction, unless stated otherwise. Waiver requests may be submitted in message or memorandum format.

#### **1.4. Phases of Training:**

**1.4.1. Initial Qualification Training (IQT).** This training is necessary to qualify pilots for their primary mission in the T-1A aircraft. This may include qualification to first pilot (FP) or instructor pilot (IP). In this phase, upgrades to FP or IP will only be accomplished with a MAJCOM approved syllabus.

**1.4.2. Mission Qualification Training (MQT).** This training is necessary to qualify pilots to the specific unit or local area requirements. MQT requirements are specified in the specific T-1A chapter.

**1.4.3. Continuation Training (CT).** This is training in which pilots, already qualified, maintain their assigned level of proficiency and or increase flight qualifications.

#### **1.5. Training Concepts and Procedures:**

1.5.1. Training programs will be designed to achieve the highest degree of qualifications consistent with flight safety and resource availability. This instruction provides training guidelines and procedures to be used in applicable flying operations publications.

1.5.2. Unless specifically directed, the squadron commander (SQ/CC) determines the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an IP may be required. If mission objectives require directed supervision, then a squadron (SQ) supervisor may be warranted.

1.5.3. IPs and flight lead (FL) qualified squadron supervisors may allow any pilot to lead limited portions of a mission if appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if the pilot is ready for an upgrade program. In either case, the IP or squadron supervisor is responsible for the flight.

1.5.4. This instruction and AFI 36-2201, *Developing, Managing, and Conducting Training*, govern all required ground and ancillary training for T-1A pilots.

1.5.5. The pilot training cycle is 12 months, 1 January through 31 December. Units will complete training requirements during the appropriate training cycle except where specifically exempted.

**1.6. Training Records and Reports.** Units will maintain pilot records for individual training and evaluations in accordance with AFI 11-202, Volume 1, and AFMAN 37-139, *Records Disposition Schedule*.

1.6.1. Maintain formal course or equivalent training records for assigned and attached pilots.

1.6.2. Units will prepare and forward training reports in accordance with MAJCOM directives.

1.6.3. Units using the Air Force Operations Resource Management System (AFORMS) will maintain flying and ground training records in accordance with AFI 11-202, Volume 1, *Aircrew Training*, and this instruction. To document aircrew training in AFORMS, use the forms specified in AFI 11-202V1.

1.6.4. Units will track the following information for all pilots (as applicable):

1.6.4.1. Ground training.

1.6.4.2. Sortie requirements by 30/60/90 day and cumulative totals.

1.6.4.3. Track event requirements and accomplishments by cumulative total for the training cycle.

1.6.4.4. Currencies.

## **1.7. Pilot Utilization Policy:**

1.7.1. Commanders will ensure that wing pilots fill only authorized positions in accordance with unit manning documents and that pilot status is properly designated. The overall objective is that pilots perform operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board [FEB] member, mishap board member, etc.), but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.7.2. The following duties will not be assigned to pilots at the squadron level: Air Force Suggestion Program monitor, weapons explosive safety manager, operations security (OPSEC) monitor, campaign (Combined Federal Campaign [CFC], etc.) manager, building custodian, unit communications security (COMSEC) program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, fund or campaign manager, unit ground safety program monitor, information officer, resource advisor, cost center manager, records management program monitor, wing or squadron quality officer, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, squadron executive officer, unit historian, weight control program monitor, small computer program monitor, and base duties. OG/CCs may authorize assigned pilots to perform the above duties.

1.7.3. Duties required by various publications that may be assigned to rated position indicator-1 (RPI) pilots are weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility and or contingency plans, training (except AFORMS documentation), stan/eval liaison officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. RPI-1s will not be attached to wing staffs or man wing staff positions

unless total wing pilot RPI-1/6 manning is 100 percent or better. Commanders will ensure wing staff pilots (RPI-6s) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents (UMD).

#### **1.8. Sortie Allocation Guidance:**

1.8.1. T-1A sortie and event requirements are depicted in Chapter 3, paragraph **3.3**.

1.8.2. Inexperienced RPI-1 pilots will receive sortie allocation priority over experienced pilots. Priorities for sortie allocation are as follows:

1.8.2.1. Formal syllabus training.

1.8.2.2. RPI-1 continuation training.

1.8.2.3. RPI-2 continuation training (if applicable).

1.8.2.4. RPI-6 continuation training.

1.8.2.5. RPI-8 continuation training or upgrade training.

1.8.2.6. Flight surgeon (FS) flying requirements

1.8.2.7. Incentive flights.

1.8.3. RPI-8 flying authorizations and FS requirements will be in accordance with AFI 11-401, *Flight Management*, and AFI 11-202V1, as supplemented.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT) PROGRAM

#### 2.1. Overview:

2.1.1. This chapter outlines the IQT program for the T-1A. Upon completion of the IQT program, pilots will be qualified according to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2T-1, Volume 2, *T-1A Aircrew Evaluation Criteria*.

2.1.2. Complete training within the time specified by the syllabus. Failure to complete within the specified time limit requires notifying the gaining wing commander with pilot's name, grade, reason for delay, planned actions, and estimated completion date.

**2.2. Prerequisites.** Course prerequisites will be in accordance with the appropriate formal course syllabus.

**2.3. Ground Training.** Ground training will follow the syllabus flow, but may be tailored to the individual's background, experience, and local conditions.

#### 2.4. Flying Training:

2.4.1. Pilots in IQT will fly under IP supervision until completing the qualification checkride.

2.4.2. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is available within the constraints of the formal course syllabus.

**2.5. IQT for Senior Officers.** Senior officers (colonel selectees and above) must meet course entry prerequisites and will complete all syllabus requirements unless waived in accordance with syllabus directives.

#### 2.6. Flight Surgeon (FS):

**2.6.1. Ground Training.** Before the initial flight briefing, FSs with a T-1A flying requirement who are assigned to units and have not previously flown in the T-1A will accomplish the following:

2.6.1.1. Aircraft general review.

2.6.1.2. Crew resource management (CRM) training in accordance with AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

2.6.1.3. Egress training.

2.6.1.4. Protective equipment training.

2.6.1.5. An instrument and or emergency procedure (EP) review with an instructor.

2.6.1.6. An FS annual written examination. The OG stan/eval branch is OPR for development and administration. The examination will be a minimum of 20 questions from the master question file (MQF) with an 85 percent minimum required for passing.



**2.6.2. Flight Training.** The first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, instrument interpretation, and the aircraft's performance envelope.

## Chapter 3

### REQUIREMENTS AND CURRENCIES

**3.1. Overview.** This chapter outlines ground and flying training requirements for T-1A pilots.

**3.2. Ground Training .** Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 3.1.** outlines ground training requirements. The following programs comprise ground training only:

3.2.1. Physiological training in accordance with AFI 11-403, *Aerospace Physiological Training Program*, as supplemented.

3.2.2. Instrument refresher course (IRC) in accordance with AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.

3.2.3. Survival and life support training in accordance with AFI 11-301, *Aircrew Life Support (ALS) Program*; AFI 36-2209, *Survival and Code of Conduct Training*; applicable supplements; and applicable life support publications. All T-1A pilots must accomplish T-1A egress, personal survival equipment, and local and deployment survival training. Portions of this training may be conducted in conjunction with primary mission design series (MDS) training.

3.2.4. Ancillary training, which is required for all Air Force personnel. There are three ancillary training categories; functional training (category I), general training (category II), and awareness programs training (category III). Frequency for this training will be in accordance with this instruction (see **Table 3.1.**). Failure to accomplish this training does not affect qualification status except as noted in **Table 3.1.** and does not require professional quality index (PQI) action. **NOTE:** Categories I and II must be documented; category III does not have to be documented.

3.2.5. Cockpit/CRM training. Units will ensure pilots are scheduled to attend CRM training. Training will build upon the basic cockpit/crew management skills taught in specialized undergraduate pilot training (SUPT) and the formal training unit (FTU). This is a yearly requirement and will be tracked in AFORMS. Failure to attend CRM training results in grounding (may be waived by OG/CC). Dual-qualified pilots will accomplish CRM training in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training in accordance with AFI 11-290 and appropriate MAJCOM guidance.

**3.3. Flying Training.** All pilots will accomplish the sortie or event requirements as shown in **Table 3.2.**, **Table 3.3.**, and **Table 3.4.** In addition, the following are required:

3.3.1. A qualification evaluation in accordance with AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2.

3.3.2. An instructor and (or) mission evaluation in accordance with AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2, if performing instructor and or mission duties.

3.3.3. Currencies in accordance with this instruction.

Table 3.1. Pilot Ancillary and Ground Training.

I T E M	A	B	C	D
	Subject	Frequency	Reference Directive	Grounding
<b>Category I--Functional Training</b>				
<b>1</b>	Physiological training (alt chamber)	Every 5 years	AFI 11-403	Yes
<b>2</b>	Instrument refresher course	Periodically	AFI 11-202, Vol 2, and AFMAN 11-210	Yes
<b>3</b>	Life support equipment training, LS06 (block training)	Annually	AFI 11-301	Yes
<b>4</b>	Life support egress training, LS07 (block training)	Annually	AFI 11-301	Yes
<b>5</b>	Life support personal descent training (Ejection), LS09 (block training)	NA	NA	NA
<b>6</b>	Life support local area survival, LS01 (block training)	Annually	AFI 11-301	Yes
<b>7</b>	Emergency procedures simulator	Semiannually	AFI 11-2T-1, Vol 1	Yes
<b>8</b>	Boldface exam	Monthly	AFI 11-2T-1, Vol 1	Yes
<b>9</b>	Crew resource management	Annually	AFI 11-2T-1, Vol 1, AFI 11-290, MAJCOM Sup 1 to AFI 11-290 or other MAJCOM directive	Yes
<b>Category II--General Training</b>				
<b>10</b>	Self-aid and buddy care training	Initially and refresher every 2 years	AFI 36-2238	No
<b>11</b>	Life support water survival training (wet drills), LS03	Triennially	AFI 11-301 and MAJCOM Sup 1	No
<b>12</b>	Flying safety training	Quarterly	AFI 91-202	No
<b>13</b>	Social actions	Initially and refresher every 4 years	AFPD 36-27, AFI 36-2706, AFI 44-120, and AFI 44-121	No
<b>14</b>	Supervisor safety training	Initially only	AFI 91-301	No
<b>Category III--Awareness Program Training (note)</b>				
<b>15</b>	Joint ethics	As required	AFI 71-101, Vol 1	No
<b>16</b>	Law of armed conflict (LOAC)	As required	AFPD 51-9	No

**NOTE:**

These programs are conducted informally through newspaper articles, pamphlets, bulletins, and CC calls.

**Table 3.2. Quarterly Minimum T-1A Sortie Requirements.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
	<b>Mission</b>	<b>AFORMS Identifier</b>	<b>Number Required (Experienced/Inexperienced)</b>	
			<b>Quarterly</b>	<b>Semiannually</b>
<b>1</b>	Emergency procedures simulator	EP01	0/1	1/2
<b>2</b>	Mission familiarization (airdrop or bomb run)	PM02	1/2 (note 1)	
<b>3</b>	Mission familiarization (air refueling)	PM03	1/2 (note 1)	
<b>4</b>	Navigation (high and low level)	PN01		4/4
<b>5</b>	Transition	PT01	1/2	
<b>6</b>	Night sortie	SN01		2/2 (notes 2 and 3)

**NOTES:**

1. Mission familiarization sorties should be flown in formation. The air-refueling portion of the bomber mission familiarization profile fulfills the requirement for an air-refueling sortie.
2. (AETC) HQ AETC/IG, 19 AF FEs, and 12 FTW aircrew members will fly a minimum of one night sortie semiannually.
3. Night requirements may be logged on any night sorties.

**3.4. Special Categories:**

**3.4.1. Flight Surgeon (FS).** FS flying rates and requirements are outlined in AFI 11-202, Volume 1.

**3.4.2. Higher Headquarters RPI-8 Pilots.** Higher headquarters personnel (for training other than that conducted in support of a formal inspection) must coordinate with the supporting unit as follows:

3.4.2.1. Ensure appropriate AFORMS data is maintained and provided according to AFI 11-401.

3.4.2.2. Units will review higher headquarters assigned pilot accomplishments and currencies before authorizing them to fly.

3.4.2.3. Pilots will submit qualification and authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

3.4.2.4. Units will evaluate the demands of each mission scenario and ensure higher headquarters assigned pilot ability and or proficiency will not be exceeded.

**3.5. Currency.** If a pilot loses a currency, he or she may not perform that sortie or event except for the purpose of regaining currency.

**Table 3.3. Quarterly Minimum T-1A Event Requirements.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>
	<b>Event</b>	<b>AFORMS Identifiers</b>	<b>Number Required (Experienced/Inexperienced) Quarterly</b>
<b>1</b>	Circle	AC01	1/2
<b>2</b>	Low altitude approach	AL01	1/2
<b>3</b>	SE missed approach	AM02	1/1
<b>4</b>	Nonprecision approach	AN01	1/1
<b>5</b>	SE nonprecision approach	AN02	1/1
<b>6</b>	NDB approach	AN03	1/1
<b>7</b>	Precision approach	AP01	1/1
<b>8</b>	SE precision approach	AP02	1/1
<b>9</b>	Air refueling rendezvous	AR01	1/2
<b>10</b>	Precontact and contact	AR02	1/2
<b>11</b>	Traffic pattern stalls	BM03	1/1
<b>12</b>	Visual formation	FM01	1/1
<b>13</b>	Cell formation	FM04	1/1
<b>14</b>	Night landing	LN01	2 (semiannually)
<b>15</b>	Tactical overhead/landing	LN02	1/1
<b>16</b>	30 flap pattern/landing	LN30	1/1
<b>17</b>	No-flap pattern/landing	LN03	1/1
<b>18</b>	SE pattern/landing	LN04	1/1
<b>19</b>	SE go-around	LN05	1/1
<b>20</b>	Simulated airdrop or bomb run	SA01	1/2

**Table 3.4. Annual Minimum T-1A Flying Requirements.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
	<b>Event</b>	<b>IP</b>	<b>Pilot</b>	<b>Flight Surgeon</b>	<b>IN</b>
<b>1</b>	Total sorties (note)	52	24	12	4
<b>2</b>	Student instructional sorties	36			
<b>3</b>	Precision approaches	12	12		
<b>4</b>	Nonprecision approaches	12	12		
<b>5</b>	Circling approaches	6	6		
<b>6</b>	Total landings	24	24		

**NOTE:**

Instructor navigators (IN) must complete a proficiency sortie every 90 days. To take credit for a proficiency sortie, the IN must occupy the right seat for a minimum of 1 hour and monitor a takeoff and landing from the right seat.

**3.5.1. Basic Proficiency.** Pilots will maintain currency and perform required evaluations according to AFI 11-2T-1, Volume 2, MAJCOM-specific supplements, and this instruction.

**3.5.2. Instrument Approach Currency.** Experienced IPs in T-1A aircraft will accomplish at least one instrument approach every 90 days. Inexperienced IPs will accomplish at least one instrument approach every 60 days. Guidance in AFI 11-202, Volume 3, *General Flight Rules*; AFI 11-202, Volume 1; and MAJCOM-specific supplements apply. Currency may be regained by flying an approach with an approach-current IP.

**3.5.3. Landing Currency.** Pilots must accomplish a landing once every 45 days to maintain currency in the aircraft. Pilots who have not accomplished a landing in 46 to 90 days may regain currency by accomplishing at least three satisfactory landings with a landing-current IP.

**3.5.4. Formation Currency.** Pilots must fly either a formation, airdrop and or bomber formation, or air refueling formation sortie at least once every 120 days to maintain formation currency. Currency may be regained by flying with a formation-current IP.

**3.5.5. Instructor Navigator (IN) Currency.** An IN who has not accomplished a proficiency sortie in 91 to 145 days may regain currency by flying a proficiency sortie with a qualified IN in the jump seat. An IN who has not accomplished a proficiency sortie for 146 to 180 days must accomplish a minimum of two proficiency sorties with a current and qualified IN in the jump seat, a qualification flight evaluation, and a ground evaluation. An IN who has not accomplished a proficiency sortie for more than 180 days must complete qualification training.

**3.6. Recurrency.** Recurrency is required whenever a pilot exceeds a currency requirement in this instruction. Overdue training requirements must be satisfied before the pilot is qualified to perform flying related duties. Training identified as not affecting qualification status does not require regression although it may result in grounding until training is completed (for example, life support training). Unless otherwise spec-

ified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the SQ/CC.

**3.7. Landing and (or) Sortie Recurrency.** Loss of landing and (or) sortie currency requires the following action (timing starts from last landing):

3.7.1. For 46 to 90 days, regain landing currency by accomplishing at least three satisfactory landings with a landing-current IP.

3.7.2. For 91 to 135 days, same as paragraph 3.7.1., plus instructor supervised emergency procedure instrument review session (normal and emergency procedures and instrument procedures).

3.7.3. For 136 to 225 days, same as paragraphs 3.7.1. and 3.7.2., plus recurrency flight and qualification written examinations and EP evaluation.

3.7.4. For 226 days to 2 years, same as paragraphs 3.7.1., 3.7.2., and 3.7.3., plus a locally administered qualification program approved by the OG/CC.

**3.8. Loss of IP Status:**

3.8.1. IPs will be decertified if they:

3.8.1.1. Fail a flight evaluation. To regain IP status, the IP must successfully complete a flight evaluation in accordance with AFI 11-202, Volume 2.

3.8.1.2. Fail a qualification or instrument written examination. To regain IP status, the IP must successfully reaccomplish the written examination.

3.8.2. If an IP becomes noncurrent in an event or sortie, IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. Supervision by an IP is required to regain currency.

**3.9. Annual Training Requirements.** Pilots who fail to complete annual sortie and (or) event requirements at the end of the training cycle may need PQI action in accordance with AFI 11-401. Additional training may be required, depending on the type and magnitude of the deficiency. An OG/CC review is required before the pilot can fly in the new training cycle.

3.9.1. Failure to meet total sortie and (or) event requirement may be cause for PQI action only. The OG/CC will determine if additional training is required. The reviewing waiver authority for 19 AF flight examiners (FE) is 19 AF/DO.

3.9.2. Squadron DOs will develop profiles for all required CT sorties. Profiles will detail the minimum events and (or) currency items that will be accomplished on the CT sortie; for example, traffic pattern (TP) stalls, normal and emergency single-engine (SE) and no-flap (NF) pattern and (or) landing.

**3.10. Proration of End-of-Cycle Requirements.** At the end of the training cycle, the SQ/CC may prorate training requirements for duty not involving flying (DNIF), emergency leave, nonflying temporary duty (TDY), or nonflying exercises. The following guidelines apply:

3.10.1. Prorate only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

3.10.2. Proration is based on consecutive days of nonflying in the training cycle and can be applied separately for each period of nonflying. Use [Table 3.5.](#) to determine the number of months to be prorated based on each period of consecutive calendar days of nonflying.

3.10.3. If IQT is reaccomplished, a pilot's training cycle will start over at a prorated share following completion of IQT.

3.10.4. Prorated numbers resulting in fractions of less than 1/2 will be rounded to the next lower whole number, but no requirement may be prorated below one.

**Table 3.5. Proration Allowance.**

<b>I T E M</b>	<b>A</b>	<b>B</b>
	<b>Consecutive Days of Nonflying</b>	<b>Months of Proration</b>
<b>1</b>	0 - 15	0
<b>2</b>	16 - 45	1
<b>3</b>	46 - 75	2
<b>4</b>	76 - 105	3
<b>5</b>	106 - 135	4
<b>6</b>	136 - 165	5
<b>7</b>	166 - 180	6

3.10.5. Newly assigned or converted pilots and pilots achieving qualification after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated.

**3.11. Experienced or Inexperienced Designation.** Squadron commanders will designate instructors and aircrew members as "experienced" or "inexperienced." Pilots designated as inexperienced will progress through a program designed to develop the new instructor's instructional skills. The program is managed by the flight commander, who will tailor each program based on the new instructor's performance at instructor training and past flying experience. No time limit is established for instructors to transition from inexperienced to experienced because it depends on the hours criteria and squadron commander certification.



## Chapter 4

### T-1A CONTINUATION TRAINING (CT)

**4.1. Egress Training.** Emergency ground egress training will be administered to all aircrew members according to AFI 11-301.

**4.2. Currency and Qualification Criteria.** The following provides criteria for requalifying IPs. SUPT, Euro-North Atlantic Treaty Organization (NATO) joint jet pilot training (ENJJPT), and pilot instructor training (PIT) instructors who have not performed in-flight instructor or FE duties for:

4.2.1. A period up to 225 days, refer to paragraph 3.7. and Table 3.4. and Table 3.5.

4.2.2. A period of 226 days to 2 years may complete a locally generated upgrade at the discretion of the OG/CC. An individual upgrade recurrency program will be developed taking into account the pilot's previous experience and currency. Send a copy of the proposed training to 19 AF/DOU for approval. Highly experienced IPs will conduct the flying training. An instrument flight evaluation and an instructor flight evaluation will be completed for recertification.

4.2.3. More than 2 years must complete the appropriate PIT syllabus.

#### **4.3. Annual EPs and Cockpit/CRM Training:**

4.3.1. All pilots will maintain EP and CRM mission currency. Accomplish the mission in the simulator (procedural trainer for the 80 FTW with a certified simulator instructor [CSI]). If no CSI is available, a T-1A IP may administer the simulator. If requirements are not met, pilots will not fly until their currency is reestablished by completing the remaining requirements.

4.3.2. Use the simulator EP and CRM instructor guide when administering the simulator. All critical and selected noncritical action emergencies will be emphasized. At least one CRM practice scenario will be briefed, accomplished, and debriefed using CRM core concepts from AFI 11-290 on each EP and CRM simulator sortie.

4.3.3. Pilots must attend an academic CRM refresher each calendar year.

**4.4. CT Sortie and Event Requirements.** Sortie and events covered by CT training are comprehensive and ensure IP currency and proficiency to meet mission demands. Individuals who maintain IP qualifications in one aircraft and FP qualifications in another are expected to meet CT requirements for the aircraft in which they instruct. Dual qualified aircrew members must complete at least 50 percent of their requirements in this primary aircraft.

**4.4.1. Failure to Maintain Quarterly Sortie or Event Requirements.** If an instructor fails to maintain quarterly sortie or event requirements, the SQ/CC will review the instructor's status to determine if additional training is required. The reviewing authority for 19 AF FEs is 19 AF/DO.

**4.4.2. Minimum Flying Requirements.** The requirements specified in Table 3.2., Table 3.3., and Table 3.4. are the minimum considered necessary to maintain basic proficiency.

**4.4.3. Circling Approaches.** Circling approaches may be logged at the termination of an instrument approach or by using a low closed pattern at the home or auxiliary field if local procedures are established.

**4.4.4. Logging Proficiency Sorties.** T-1 instructors flying a sortie of 2.0 hours or more may log a sortie for each instructor. Both instructors may log night sorties. IPs not logging the sortie may log events if it does not detract from the dedicated CT sortie for the other IP. **NOTE:** Proficiency events, when accomplished, may be dual-logged. (For example, a single-engine instrument landing system [ILS] may be logged as both the completion of a single-engine event and a precision approach event.) The 12 FTW PIT IPs may dual-log CT sorties.

#### **4.5. Requirements to Log Events:**

4.5.1. Event requirements may be accomplished and logged with student instructional training when the instructor demonstrates the maneuver or event.

4.5.2. Instrument approaches can be updated on student sorties only when flown at night or in weather.

4.5.3. Commander Training Wing (COMTRAWING) SIX instructors may log events during joint undergraduate navigator training (JUNT) and naval flight officer (NFO) training sorties.

4.5.4. Maneuvers will be performed in accordance with AETCMAN 11-203, *T-1A Aircrew Procedures* (projected to become AFTTP 3-3XX).

4.5.5. For the following maneuvers with multiple tasks, log an event as follows:

4.5.5.1. Traffic pattern stalls. Perform at least two stalls (nose-low final turn, nose-high final turn, or landing attitude stall).

4.5.5.2. Air refueling rendezvous procedures. Perform a rendezvous as tanker or receiver.

4.5.5.3. Precontact and contact. Perform precontact and contact position as receiver.

4.5.5.4. Simulated airdrop. As lead or wing, perform one leg, one turn point, one slowdown maneuver, one simulated airdrop, and one escape.

4.5.5.5. Simulated bomb run. As lead or wing, perform one leg, one turn point, one speedup, one weapons release, and one escape.

#### **4.6. Training Documentation:**

4.6.1. Maintain a training folder for each aircrew member.

4.6.2. Record each flight and ground training event in the training folder.

4.6.3. Retain the grade folder according to AFMAN 37-139.

**4.7. Recent SUPT Graduate Flying.** Graduates who will exceed 60 days between class graduation and permanent departure may fly aircraft training sorties using the following procedures:

4.7.1. Graduates participating in this program may fly with an IP approximately once a week in a variety of categories. Makeup sorties are not required if a graduate is not available for flying.

4.7.2. Aeronautical orders will reflect ASC 1X FAC 2. These sorties are classified as orientation sorties; therefore, the graduates cannot log flying time.

#### **4.8. Sample T-1A Letter of Xs.** See [Table 4.1](#).

**Table 4.1. T-1A Letter of Xs (Squadron Aircrew Qualifications).**

[illegible]

## Chapter 5

### T-1A MISSION QUALIFICATION TRAINING (MQT)

#### 5.1. Performing MQT:

5.1.1. MQT is the beginning of the local IP upgrade process. It is during MQT that skills learned at PIT are reinforced in the local flying environment. All new IPs will fly a local familiarization sortie prior to the specific category rides required for MQT. This sortie will allow the new IP to absorb as many of the local idiosyncrasies as possible before concentrating on required category rides. IPs in MQT will fly with assistant flight commanders and above, check pilots, or IPs designated by the SQ/CC.

5.1.2. Before performing instructor duties in any category of training, IPs will complete sorties in transition, out-and-back navigation (including air refueling), and low-level navigation (including identifying drop points). These sorties may be combined when applicable, providing all training objectives are met. These sorties will include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields.

**5.2. Documentation.** Record MQT on AF Form 4061, **Record of Training**. This record, other checkout records, and PIT records will be maintained in the training folder.

**5.3. MQT Sorties.** MQT sorties will be logged as mission support sorties. MQT sorties will meet quarterly sortie and event requirements during the quarter in which they are flown. After successfully completing all MQT requirements, the new IP will be certified as a mission ready (MR) instructor by the squadron commander.

**5.4. MQT Waiver.** For IPs who complete PIT and remain at the base where they receive PIT training, MQT is waived if the SQ/CC certifies the IPs as MR. Additional sorties and requirements to become MR are at the discretion of the squadron commander.

#### 5.5. Responsibilities:

5.5.1. The SQ/CC will:

5.5.1.1. Brief new IPs on their instructor responsibilities prior to their accomplishing any student training. **NOTE:** The SQ/DO may conduct this briefing if the SQ/CC is not available.

5.5.1.2. Review completed MQT folders and certify squadron IPs as MR.

5.5.1.3. Fly a sortie with the new IP in the MQT program. (**NOTE:** The SQ/DO or ADO may fly this sortie if the SQ/CC is not available.) The SQ/CC will discuss policies, techniques, and grading practices in conjunction with this sortie. He or she will document any deviations and identify emphasis areas in the IP's training folder.

5.5.2. The SQ/DO or ADO will:

5.5.2.1. Review completed MQT folders prior to the SQ/CC's review.

5.5.2.2. Fly a sortie with the new IP in the MQT program if the SQ/CC is not available. Discuss policies, techniques, and grading practices in conjunction with this sortie.

5.5.3. The flight commander will:

5.5.3.1. Supervise overall scheduling, training, and progress of the flight MQT program. On a case-by-case basis, the flight commander will add additional training sorties tailored to correct the new IP's deficiencies (or emphasis areas) if required.

5.5.3.2. Brief the new IP on the flight's policies, techniques, grading practices, and any other applicable items before the new IP conducts student training.

5.5.3.3. Fly a sortie with the new IP during MQT.

5.5.3.4. Certify the new IP has completed all the requirements to be declared MR.

5.5.4. The squadron or flight training officer will:

5.5.4.1. Maintain MQT training folders in the flight. Secure, electronically generated training folders may be used.

5.5.4.2. Inspect MQT folders on IPs who have completed the MQT program and forward the folders to the SQ/CC (through the flight commander and SQ/DO) for certification of MR status. Completed MQT records will be kept in each IP's continuation training folder.

5.5.4.3. Establish a system for monitoring and planning MQT training with the flight. After approval by the flight commander, ensure the flight scheduler requests the sorties required to meet the flight's MQT requirements.

5.5.5. The new instructor will obtain the necessary briefings prior to starting MQT.

**5.6. Night Qualification.** Night qualification consists of one local night IP sortie and vertigon training. This training will be accomplished before the first night student sortie. Vertigon training accomplished with the pilot's most recent physiological training will satisfy this requirement. The night IP sortie will be a transition sortie emphasizing spatial disorientation, night instruments, local area (transition out base), traffic pattern procedures, and visual references. The new IP will accomplish a simulated emergency single-engine pattern and landing, no flap-pattern and landing, tactical overhead pattern and landing, and a two-engine circling approach at night before flying a night student sortie.

**5.6.1. Night Landings.** Night landings required to gain initial night qualification will be accomplished between 30 minutes after official sunset and 30 minutes before official sunrise. **NOTE:** Log all landings accomplished between official sunset and official sunrise as night landings on AFTO Form 781, **AFORM Aircrew/Mission Flight Data Document**. Supervisors must ensure night qualification landings are accomplished as outlined above.

**5.6.2. Night Sortie Qualifications.** IPs who are not night qualified will not fly night instructional sorties with SUPT students.

**5.6.3. Documentation.** Record night qualification training on AF Form 4061. This record will be maintained in the training folder.

MARVIN R. ESMOND, Lt General, USAF  
DCS/Air & Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2T-1, Volume 2, *T-1A Aircrew Evaluation Criteria*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 11-202, Volume 3, *General Flight Rules*

AFMAN 11-210, Volume 1, *Instrument Refresher Course (IRC) Program Guide*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 33-360, Volume 1, *Publications Management Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2238, *Self-aid and Buddy Care Training*

AFPD 36-27, *Social Actions*

AFI 36-2706, *Military Equal Opportunity and Treatment Program*

AFMAN 37-139, *Records Disposition Schedule*

AFI 44-120, *Drug Abuse Testing Program*

AFI 44-121, *Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program*

AFPD 51-9, *Civil Law for Individuals*

AFI 71-101, Volume 1, *Criminal Investigations*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*

AETCMAN 11-203, *T-1A Aircrew Procedures* (projected to be AFTTP 3-3XX)

***Abbreviations and Acronyms***

**AETC**—Air Education and Training Command

**AF**—Air Force

**AFI**—Air Force instruction

**AFORMS**—Air Force operations resource management system

**AFTO**—Air Force technical order

**AFTTP**—Air Force tactics, techniques, and procedures

**CC**—commander

**CFC**—Combined Federal Campaign

**CFT**—cockpit familiarization trainer

**COMSEC**—communications security

**CPT**—cockpit procedures trainer

**CRM**—cockpit/crew resource management

**CSI**—certified simulator instructor

**CT**—continuation training

**DNIF**—duties not involving flying

**ENJJPT**—Euro-North Atlantic Treaty Organization (NATO) joint jet pilot training

**EP**—emergency procedure

**EPE**—emergency procedures evaluation

**FAM**—familiarization

**FCF**—functional check flight

**FE**—flight examiner

**FEB**—flying evaluation board

**FL**—flight lead

**FP**—first pilot

**FS**—flight surgeon

**FTU**—formal training unit

**FTW**—flying training wing

**HHQ**—higher headquarters

**IAW**—in accordance with

**ILS**—instrument landing system

**IP**—instructor pilot

**IQT**—initial qualification training

**IRC**—instrument refresher course

**LAOC**—law of armed conflict

**MAJCOM**—major command

**MDS**—mission design series

**MQF**—master question file

**MQT**—mission qualification training

**MR**—mission ready

**NA**—not applicable

**NF**—no flap

**OFT**—operational flight trainer

**OG**—operations group

**OPR**—office of primary responsibility

**OPSEC**—operations security

**PAI**—primary aircraft inventory

**PIT**—pilot instructor training

**PQI**—professional quality index

**RPI**—rated position indicator

**SE**—single engine

**SEFE**—standardization/evaluation flight examiner

**SELO**—standardization/evaluation liaison officer

**SEPT**—situational emergency procedures training

**SOF**—supervisor of flying

**SQ**—squadron

**stan/eval**—standardization/evaluation

**SUPT**—specialized undergraduate pilot training

**TDY**—temporary duty

**TP**—traffic pattern

**UMD**—unit manning document

### ***Terms***

**Cockpit Familiarization Trainer (CFT)**—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

**Cockpit Procedures Trainer (CPT)**—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.



**Collateral Sorties**—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights, deployments, noneffective sorties, etc.

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to mission ready and mission support aircrews.

**Currency**—A measure of how frequently and or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

**Emergency Procedures Evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical EPs conducted by a SEFE orally or in a cockpit training device.

**Experienced Pilots**—T-1A pilots who have 150 rated hours primary flight time in the aircraft and 600 hours total rated time, or 250 rated hours in the aircraft and 450 hours total rated time, and have been certified as mission ready (MR) will be designated experienced after squadron commander certification. The wing commander, vice wing commander, operations group commander, deputy operations group commander, squadron commander, and squadron operations officer are designated experienced pilots for the purposes of this instruction.

**Familiarization (FAM)**—Normally requires a minimum of six weapons deliveries for PGMs and bombing events in a 12-month cycle.

**Flight Lead (FL)**—As designated on flight orders, the individual responsible for overall conduct of mission from preflight preparation and briefing to postflight debriefing, regardless of actual position within the formation.

**Formal Course**—Training courses listed in AFCAT 36-2223, *USAF Formal Schools*.

**Inexperienced Pilots**—Pilots who do not meet the hour requirements for experienced pilots or who do not receive squadron commander certification will be designated as inexperienced.

**Initial Qualification**—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

**Initial Qualification Training (IQT)** —Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for mission support status.

**Mission Qualification**—An aircrew member engaged in training to qualify in an assigned aircrew position to perform the command or unit mission.

**Night Sortie**—A sortie in which either takeoff or landing and at least 50 percent of flight duration or 1 hour, whichever is less, occur between the period of official sunset to official sunrise.

**Office of Primary Responsibility (OPR)**—Any headquarters, agency, or activity having the primary functional interest in, and responsibility for, a specific action, project, plan, program, or problem.

**Operational Flight Trainer (OFT)**—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training.

**Primary Aircraft Inventory (PAI)**—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned

missions.

**Professional Qualification Index (PQI)**—AFI 11-401 index used to identify aircrews who fail to complete basic training minimums and requirements that have not been waived.

**Proficiency**—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Situational Emergency Procedures Training (SEPT)**—A discussion and review of abnormal or emergency procedures and aircraft systems operations and limitations based on realistic scenarios.

**Squadron Supervisor**—Squadron commander, ops officer, asst ops officers, flight CCs, and weapons officer are squadron supervisors for purposes of this instruction.